





Today's  
Advertisements.

BELILIOS PUBLIC SCHOOL.

THE above SCHOOL, which RE-OPEN on MONDAY next, the 6th instant. Hongkong, 2nd September, 1897. [1348]

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

CERTIFICATES for SHARES (\$10 Paid-up) in the above Company are now READY, and can be obtained at the OFFICES of the Undersigned in exchange for the Bankers' receipts.

JARDINE, MATTHEW & Co., General Managers. Hongkong, 2nd September, 1897. [1349]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain E. Fey, will be despatched for the above Ports on TUESDAY, the 7th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 2nd September, 1897. [1347]

## Entimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager. Hongkong, 1st March, 1897. [13794]

## THE LEADING CATERERS.

COMPARE OUR

MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [1344]

KUHN & KOMOR,

JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG.

35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1896. [457]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK, MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches, awarded the highest prizes at every Exhibition, and for Volkmann and Sohn's CELEBRATED OPTIC GLASSES.

MAKING GLASSES and OPTIC GLASSES. Nos. 54 & 56, Queen's Road Central. [40]

## NOW READY!

COMMERCIAL and STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE \$1 PER COPY, at the office of the "HONGKONG TELEGRAPH," No. 6 Paddar's Hill.

Hongkong, 7th May, 1897. [761]

## TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, NO DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster's Dictionary, the latest and most complete proof that Labor omnia vincit.

Hongkong, 17th May, 1897. [821]

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REQUESTED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to the Manager of the paper.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but in order that the Editor may be able to refer to the writer in case of any dispute.

While the Editor of the Hongkong Telegraph will always be open to the suggestions of correspondents of all classes, and will endeavor to secure the publication of all communications of interest, he cannot be held responsible for the publication of any communication which he deems to be unwelcome or unprofitable.

TO ADVERTISERS.

Advertisements are accepted for insertion on terms intended for the benefit of the advertiser, and are not to be considered as a contract.

The Hongkong Telegraph has the largest circulation of any newspaper in the Colony, and is read by all classes of the community. It is therefore a most valuable medium for the advertisement of any business or profession.

The Hongkong Telegraph is published daily, except on Sundays and Public Holidays, at 10 o'clock in the morning.

The Hongkong Telegraph is published by the Hongkong Telegraph Co., Limited, at No. 6 Paddar's Hill, Hongkong.

## Intimation.

A. S. WATSON &amp; CO., LIMITED.



BY APPOINTMENT.

## WINES &amp; SPIRITS.

WE beg to call attention to our PRICE LIST of WINES and SPIRITS as below:

As these are all selected and bought first hand by our London House we save any intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT (For Invalids and General Use).

B VINTAGE, superior quality, Red Cap. \$14 40 \$1.20

C FINE OLD VINTAGE, superior quality, Black Seal Cap. 16 20 1.35

D VERY FINE OLD VINTAGE, extra superior, Violet Cap. 20 40 1.70

SHERRY.

B SUPERIOR PALE DRY, drier, white, Green Seal Cap. 16 20 1.00

C MANANILLA, PALE, NATURAL SHERRY, White Seal Cap. 12 00 1.00

CC SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Cap. 12 00 1.00

D VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Cap. 14 40 1.10

E EXTRA SUPERIOR OLD PALE DRY, very fine quality, Black Seal Cap. 20 40 1.70

B, C, and D are excellent dinner Wines or for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior quality. All are true Xeres Wines.

CLARET.

B ST. ESTEVE, Red Cap. 6 95 7 55 0.60 0.35

C ST. JULIEN, Red Cap. 9 00 9 60 0.75 0.40

D LA ROSA, Red Cap. 12 96 13 92 1.10 0.65

SALTE KOV. 7 10 7 93 0.60 0.35

CUSSAC. 9 60 10 44 0.80 0.45

CHATEAU D'AN. 13 20 14 40 1.10 0.60

CHATEAU HAUT. 18 60 19 20 1.60 0.80

CHATEAU MOU. 21 00 22 20 1.80 0.90

Our Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape, and are not artificially made from raisins and curants, as is generally the case with cheap Wines.

BRANDY.

A HENNESSY'S OLD PALM, Red Cap. \$18.00 \$1.50

B SUPERIOR VERY OLD COGNAC, Red Cap. 21 00 1.75

C VERY OLD LIQUEUR COGNAC. 24 00 2.00

V.O. D HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1871 Vintage, Red Cap. 36 00 3.00

V.V.O. E FINEST VERY OLD LIQUEUR COGNAC, 1882 Vintage, 48 00 4.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.

SCOTCH—

A THOMAS'S BLEND, White Cap. \$10.80 \$0.90

B WATSON'S GLENROTHY MALT, Low Blend, Blue Cap. 10 20 0.90

C WATSON'S A. GLENROTHY MALT, Low Blend, Red Cap. 12 00 1.00

D WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Cap. 14 40 1.20

E WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Cap. 15 00 1.25

DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY 14 40 1.20

Our lowest priced Whisky is of excellent quality and of greater age than most brands in the market. We recommend our customers not to be deterred by the lowness of price from trying them all. For a soda whisky, Thomas's Blend and Watson's Glenrothy are equal to any. Below-Glenrothy is a very old Peat Whisky (smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

IRISH—

A JOHN JAMESON'S OLD, Green Cap. \$12.00 \$1.00

B JOHN JAMESON'S FINE OLD, Green Cap. 15 00 1.25

C JOHN JAMESON'S VERY FINE OLD, Green Cap. 18 00 1.50

All these are very fine and old. C has been stocked in Hongkong in wood for over 20 years, there being little sale for Irish Whisky in the Colony.

AMERICAN—

GENUINE BOURBON WHISKY, FINE OLD, Red Cap. \$15.00 1.25

GIN.

A FINE OLD TOM, White Cap. 7 20 0.60

B FINE UNSWEETENED, White Cap. 7 20 0.60

REUM.

FINEST OLD JAMAICA, Violet Cap. \$15.00 1.25

GOOD LEWARD ISLAND 6 00 0.50

GOOD LEWARD ISLAND \$3.50 per Gal.

LIQUEURS.

BENEDICTINE, BLACKBERRY BRANDY, CURACAO, MARIACHINO, CHANTREUSE, HERBON'S CHERRY, CRIME DE CACAO, CORDON, PEPPERMINT.

Dr. SINGLET'S ANGIOTONIC BITTERS, AND AERATED WATERS.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY, Hongkong, 11th August, 1897.

## DEATHS.

On the 21st ultimo, at "The Avenue," North Road, Penang, VERN, the son of Mr. and Mrs. Reginald Hogan, in his 8th year.

On 21st ult., on board the steamer *Macarty*, at sea, THOMAS EDWARD, infant son of Captain J. E. and Mrs. A. S. Farrell, aged 6 months and 20 days.

## The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 2, 1897.

## TELEGRAMS.

## REUTERS' MESSAGES.

## GREECE AND THE POWERS.

LONDON, August 31st.

The Greek reply to the Powers offers to assign the stamp revenue of eleven million drachmas as security for interest on the indemnity loan.

## PRESIDENT FAURE'S RETURN TO PARIS.

President Faure on his return to Paris met with an enthusiastic reception. The addresses and speeches all dwell on the peaceful nature of the alliance with Russia. A bomb exploded harmlessly at the Madeleine just after the President had passed.

## THE GERMAN PRESS ON THE FRANCO-RUSSIAN ALLIANCE.

Some of the German papers believe that Russia will bring France and Germany closer together, to the detriment of Great Britain.

## (From L'Asseur du Tonkin.)

## ASSASSINATION OF M. BORDA.

PARIS, August 26th.

M. Borda, President of the Republic of Uruguay, has been assassinated. The assassin, who has been arrested, shot the President with a revolver.

## RUSSIA AND FRANCE.

PARIS, August 24th.

At a banquet the Tsar said M. Faure's journey and the sincerity of his sentiments will not fail to bind the ties of amity and of deep sympathy which unite France and Russia.

M. Faure replied that he had come to Russia in the name of France to bind the ties which unite the two countries.

## LOCAL AND GENERAL.

BEILIOS Public School will be re-opened on Monday next, the 6th inst.

Mr. F.W. of the I.M. Customs, has left Nloggo for Hongchow assume duty as Acting Commissioner.

Major Arthur R. Pemberton, 1st Batt. Rifle Bde., has been appointed second-in-command of the 2nd Batt. *vide* Major R. J. Maude, retired.

Massrs. Jardine, Matheson & Co. notify that certificates for shares of the Hongkong Cotton Spinning and Weaving Company are now ready. *vide* advt.

It is reported that the new Controller of the Navy is to be Admiral Wilson, V.C. He is said to be an eminently able man, and sufficiently young in years.

At the monthly opium sales in Calcutta yesterday Palma fetched 975 rupees and Benares 951 rupees per chest. Last month the figures were 1055 and 1066 respectively.

Staff-Paymaster B. C. Scott, of H.M.S. *Naradine*, having been invalided home, Paymaster William L. Davy has been appointed to relieve him, the appointment to date July 26th.

The *Singapore Free Press* says that Messrs. David and Walter, from Penak, and Mr. Pountney, from Selangor, have left for China to study the Chinese language. They are to reside in Canton.

Among the passengers from Calcutta yesterday, by the *Calcutta* *Apcar*, was Miss McIntosh (Sister Catherine), of the Civil Hospital nursing staff, who volunteered, while at home on leave, for plague service in India.

Ten battleship *Holapur* has been refitted for service as guardship at Bermuda, and her armament has been strengthened by the addition of six twelve-pounder and six three-pounder quick-firing guns. Her two six-inch breech-loading guns have been replaced by two six-inch converted quick-firing guns.

This is what the *Globe* says about the 'crack' cruiser that is coming out to China.—The *Powerful* is preparing for her commission on the China station, but there is really very little that is absolutely necessary to be done, her condition is so satisfactory. No day is yet (30th July) positively fixed for her departure.

Captain Lehmann, of the Dutch steamer *Dordrecht*, writes from Glimsby to the *New Rotterdam Gazette* to the effect that in the White Sea on July 17th he saw floating on the water a strange object, which could not be either a ship or a dead whale, and resembled, he considered, the form of a balloon.—Can this be the end of the Arctic Baloon Expedition to the North Pole?

At the annual general meeting of the British Medical Association, held on July 26th in Exeter Hall, the gold medals for distinguished merit were awarded to Sir Walter Foster, M.D., M.P., and Mr. C. G. Wakehouse, F.R.C.S. The Stewart Prize of £50 and certificate was awarded to Dr. German Sims Woodhead, and the Middlemore Prize of £50 and certificate to Dr. Alexander Hill.

A MOVEMENT is (says the *Strait Times*) on foot to purchase a Rongtee Rays apparatus as a Queen's Regal Memorial, and allow it to be used on necessary occasions by any qualified medical man in the Straits. The scheme is Mr. Rongtee's and Mr. Grigor Taylor, and the funds required have already been subscribed. The apparatus will be in the charge of the Municipal Health Officer.

H.E. Major-General Wilson Black and Mrs. Black were among the passengers who left by the *Empress of India* yesterday for the North. Colonel Klade, R.E., is in command of the Garrison during the absence of the General.

DR. JAMESON arrived at Balawayo on 22nd July. He was met six miles out by 50 mounted men of the old Malaboland column, who escorted him into the town, where he was warmly welcomed. No official reception was accorded him. He left immediately for Fort Salisbury.

THE steamer *Tha Nang*, which arrived here yesterday from Moji, encountered the typhoon in which the Straits steamer *Chang Hui Tung* foundered. The *Tha Nang* was on her way north at the time and had to turn and run to the southward to escape the violence of the storm.

SAYS THE *Mercury*.—Sir Nicholas Hannon leaves for Japan tonight to breathe a more genial air than that of the Canton Guild. Mr. Wilkinson fills to Cheloo, Mr. Drummond, who was for the Chienc, to Kullog. They detest it, after the lengthy hearing of the Bennett's shipping case.

THE Colonial Secretary informs us that the Government received a telegram to-day from the British *Chang Hui Tung* in Japan stating that the medical inspection enforced from the 7th June against vessels arriving in Japanese waters from Formosa, Shanghai and other Japanese ports to the south has ceased.

THE case of *Stolterfoht* and *Hagen v. Han* Shan Loong, for \$1000, balance of the price of goods procured and sold, in the Summary Jurisdiction of the Supreme Court, which had been fixed for to-day was postponed *vide* *the* owing to the illness of Mr. J. H. Francis, who is defendant's counsel. Mr. J. J. Francis, Q.C. (instructed by Mr. H. L. Disney) is for the plaintiffs.

AT 5.45 this afternoon we received copies of lengthy reports of the impressions of Indian and Chinese police constables who were present at the recent Jubilee celebration in London. They appear to have been very favourably impressed and to have been well treated. They state that their treatment was far superior to the treatment of foreigners by natives in the East. The reports have been prepared by direction of H.E. the Governor.

A MEETING of the Royal Hongkong Yacht Club will be held at the Cricket Pavilion at 6 p.m. on Wednesday next, the 8th inst., at which the following resolutions will be proposed:—(1) That the Sunday races during the coming season shall start at 1.15 p.m. instead of 11.15 a.m. as before. (2) That is the Club races all boats start at the same time, 1st and 2nd class together. (3) That the Club rules be adopted as revised by the committee.

WE regret to hear that one of the Broking Fraternity has come to grief over the recent share settlements and has thought it well to leave the Colony for a while. We hope he will be able to arrange his affairs speedily and come back to us. Time bargains, regardless of the requirements of Kewick's Ordinance, are, we understand, at the bottom of the trouble. If so, it is to be remembered that other parties must be equally to blame. It takes two to make a contract as it does to make a quarrel.

A MEETING of the Legislative Council will be held on the 6th instant at 3 p.m. The "orders of the day" will be:—

(1) First reading of a Bill entitled "An Ordinance to authorise the Appropriation of a Supplementary Sum of Three hundred and Forty-one thousand and Twenty-five Dollars and Thirty-seven Cents to defray the Charges of the Year 1896."

(2) First reading of a Bill entitled "An Ordinance to prevent the Spread of Infectious Disease arising from the consumption of contaminated or unwholesome milk."

(3) First reading of a Bill entitled "An Ordinance to further amend The Hongkong Fire Brigade Ordinance, 1868."

THE naval correspondent of the *Globe* hears that orders have been given to dispatch 17 torpedo-boat destroyers to be distributed on various foreign stations—some to China, some to West India, others to the Pacific, and also to the Mediterranean. He adds:—I do not see how those destined for the Pacific, or China, for that matter, are to get there unless under convoy, but the decision to send some of these destroyers to foreign stations indicates an up-to-date spirit in Admiralty policy. By the time they reach their destinations their officers and crews ought to be pretty well accustomed to the liveliness of their habits.

THE following report from the *Globe* may interest cyclists.—Justices Collins and Ridley, sitting as a Divisional Court, had before them on the 26th July the case of *Hutton v. Treceby*. This was an appeal from the decision of certain justices of the county of Somerset, and raised an important question as to the right of a constable to stop a cyclist who is riding at night without a lamp. It appeared that at 10 p.m. on the night of the 17th January last the constable saw the appellant riding a bicycle without a lamp. He called to him to stop, and as he failed to do so, the constable caught hold of the handle of the bicycle, with the result that the appellant was thrown to the ground. The point in question was whether the constable had a right in law to stop a cyclist riding without a lamp. On behalf of the respondent it was argued that he was justified in stopping the appellant to ascertain his name and address. For the appellant, it was submitted that the Local Government Act, 1885, which provided that a cyclist should show a light after sunset, did not give a constable power to arrest a cyclist who rode without a lamp, and that therefore the respondent, in stopping the appellant, was guilty of a technical assault. The justices upheld the appellant's contention, and sent the case back to the justices, with an intimation that they might in coming to the conclusion of an assault.

News reached Shanghai on the 28th ultimo that Mr. Geo. McEwan's steamer *Sual* had got hard-and-fast ashore at the lower end of the Whamette cut-off while on her way to Shanghai from Hankow. The *Mercury* reports that "several attempts have been made by passing steamers to tow her off, but without avail, and lighters have been sent from Kiangkiang to lighten a portion of her cargo." Up to a late hour on the 28th she was still ashore.

FROM latest London journals we gather that the following appointments have been made at the Admiralty:—Admiral Sir Michael Culme-Seymour has been appointed Commander-in-Chief of Her Majesty's ships and vessels at Portsmouth, *vide* Admiral Sir N. Salomon, time expired, to date August 3rd. *Paymaster*—William L. DAVY, to the *Naradine*, to date July 26th. *Assistant Paymaster*—W. H. Franklin, to the *Rufolo*, and Ernest A. Bremner, to the *Phoenix*, to date July 26th. *Lieutenant*—Alex. G. Wright, to the *Algerine*, to date August 2nd. *Clerk*—William J. C. Johnstone, to the *Powerful*, to date July 22nd.

WE have several times called attention to the great overcrowding which frequently takes place on the ferry launches plying to and fro in the harbour. Not only are the launches permitted to carry a larger number of passengers than they are certificated for, but the coolies are allowed to crowd all to one side or the other so as to escape the rats or sun, as the case may be. The result is that the ferry launches frequently ply with a most dangerous list to one side or the other and a sharp squall or a heavy sea is all that is needed to capsize them. Could not some means be taken to prevent this state of affairs continuing, or must we wait till a launch capsizes with a loss of a hundred lives or so?

IT is (says the *Globe*) reported that Lieutenant-Colonel H. T. Falstaff is about to relinquish command of the Hongkong Regiment and return to India. If this is the case it will make the fourth officer who has voluntarily left the regiment since its formation in 1891; and it would seem from this that service in the colony cannot be particularly popular. The Allahabad *Press* thinks it is on account of the pay. The officers draw India pay, with a special allowance of Rs. 100 a month; this is paid to them in dollars at a fixed rate of one dollar for every 24 rupees. But as the dollar has fallen steadily of late years till it is now only worth one rupee eleven annas, the officers concerned lose over this paper adjustment more than the extra pay that they nominally receive. This, in an expensive station like Hongkong, is no small matter.

A BRAVE act on the part of a young lady, Miss Jeanne Grieve, of Fairfield Road, Crouch-end, London, has just been reported to the Royal Humane Society, the committee of which has unanimously voted her its testimonial for distinguished gallantry. On June 23, at Southend, when the tide was high, a little fellow named J. H. Bolland, while attempting to sail his



## THE "GLENGYLE" RETURNING TO LONDON.

Messrs. Jardine, Matheson & Co., the agents for the "Glen" line of steamers, have courteously informed us that Messrs. McGregor Gow & Co., the owners of the *Glengyle*, which was recently towed into Gibraltar after being in collision with a schooner from London to the Far East, have notified them that the vessel "returns to London from Gibraltar this week with her cargo partially damaged."

## THE NEW LOAN.

(From our Special Correspondent.)  
 THURSDAY, August 23rd.  
 I have just been confidentially informed, on what I believe to be reliable authority, that the telegram sent the new Hongkong-Japan loan of sixteen millions is radically wrong in one respect. Reuter tells us the loan has been concluded through the agency of Sheng Tsao-tai acting as the Government's representative. As a matter of fact the loan was, I understand, quietly concluded in London by His Excellency Chang Vn-kwan, the Special Ambassador to the Queen's Diamond Jubilee, who went to England duly authorized to conclude it. This is a far more reasonable story than the Sheng Tsao-tai, as that gentleman would hardly be representing the Chinese Government for 16 millions after being disallowed such representation for the modest sum of 4 millions. I must not tell the loan was being unaccountably put in train when Dr. Davidson made his announcement for the same amount in May, and the object of it is presumably the liquidation of the balance of the loan to Japan. The Hongkong-Japan railway talk is, I fancy, quite another story; but we shall see. Anyway, I should not be surprised to find that the new loan gives in some way not only a remarkable handicap to Russian schemes, especially in connection with the Imperial Canton, but also places Japan in funds at a time when funds are necessary for her protection and for our convenience. We may look out for any and all developments in connection with the loan with great interest, and I will keep you advised of everything I hear.

## THE "CHEANG-HYE TENG" DISASTER.

We received to-day Shanghai papers containing further information respecting the official inquiry into the foundering of the Svalis-owned steamer *Cheang Hye Teng*. From these reports we gather that on the 27th instant Okamoto Tomoro, a Japanese seaman, was examined and in great measure corroborated the evidence of Mr. Collins, the only European survivor. He said the barometer read 29.30 on the 20th instant, the day the ship foundered. He saw the Captain's body carried by four men, who tied it in one of the boats, which went down immediately after the vessel was put into it.

On the Court returning on the 28th Okamoto Tomoro was further examined. He said (we take the report from the *Gazette*) when the vessel left Miji there were on board the Captain, chief mate, chief engineer, second engineer, third engineer, one Malay boatman, three Japanese quartermasters, five Malay sailors, three Chinese grassmen, six Japanese firemen, two Chinese cooks, and two Chinese boys. There were about seven Japanese passengers. There was a full cargo of coal on board.

The President—If she was full with coal, how did the coal shift?

Witness—When we went down to the engine room we found two coal bunkers empty.

The President—How do you account for the ship being on one side?

Witness—Cannot tell. There was just room enough for a man to walk in the bunkers.

The President—Then the ship was not full?

Witness—No.

The President—How many boats were there?

Witness—Six, to hold 18 men in each. They were all tank boats.

The President—What was the last time you saw the Captain alive?

Witness—About 3 o'clock, 40 minutes before the ship went down. He was on the bridge giving orders.

The President—Was he a sober man? Have you seen him drunk?

Witness—No, I never saw him drunk, or get drunk.

The President—Did you hear a shot fired?

Witness—No.

The President—Did you know what weapon the Captain had?

Witness—He had two pistols over his pillow, on a bracket.

The President—Why was the dead body of the Captain carried into the boat?

Witness—For the purpose of burying it ashore.

The President—Who gave the orders?

Witness—I cannot remember.

The President—When did you last see the chief mate?

Witness—Just before we turned the boat over that was capsized.

The President—Can you indicate on the chart where the ship was lost?

Chart produced, and witness indicated the course the ship steered, and the direction of the wind. On the morning of the 8th the wind was E. & S. gradually going South.

Captain Tillard—When the weather got bad was the ship ever turned round and put on her opposite course?

Witness—We tried to alter the course but could not.

Captain Tillard—Had you any idea that the ship was in a typhoon, or did you hear any one mention anything?

Witness—Yes, we knew we were getting into a typhoon at 8 o'clock on the morning of the 8th, when the engines stopped, and the ship drifted.

Mr. Pitt Rivers—Have you any idea what the ship was doing?

Witness—No.

Captain Tillard—Had the ship any sails?

Witness—Yes, I had my sail, but these were never set when we got into bad weather.

Captain Tillard—What was the Captain doing on the 8th?

Witness—He was walking round the bridge in the chart room.

Kanda, continued, said—I was a passenger from Kobe to Hongkong. We left Miji on the 6th, and I was sick all the time and did not get up until 7:00 on the 7th. I got out on my bunk, and I then saw the cabin door all the time, when I saw the ship was in trouble. We then drifted and were picked up by a Chinese junk in the morning. I saw the ship was in trouble, and I saw the ship was in trouble.

The Court then adjourned until 10 o'clock on Monday, the 24th.

## THE POLICE SCANDAL.

## INSPECTOR STANTON DISMISSED.

This morning Detective-Inspector Stanton, for many years Chief of the local Detective Force, was dismissed for neglect of duty and falling to report a gambling house.

## THE WUOSUNG-SHANGHAI RAILWAY.

The construction of the railway line from Woosung to Shanghai has already made considerable progress, in accordance with plans that have been opened for traffic early next spring. An inspection of which has been kindly permitted us. Indeed, the work of construction has so far advanced that the engineers look forward to the line being opened for traffic early next spring. Already the lot appropriated to the terminal station at Woosung has been cleared, and considerable progress has been made in the building of a locomotive house and workshops, the station house and warehouse for goods traffic; the site being close on the river embankment and almost immediately behind the buildings formerly known as the French godowns, and, therefore, within a very short distance of the Harbour Master's station. It will therefore be a very convenient position for receiving railway material of all sorts that has been constructed for in Europe and America. When fully completed the Woosung station will occupy a very extensive area, as the railway scheme embraces the erection at some future period of a grand system of wharves and godowns, both to the north and south of the station site, to which branch lines will run so as to facilitate the transport of cargo landed from vessels. The wharves and godowns to the north are intended to receive cargo discharged from ocean-going steamers, will extend from the Woosung Creek to the north, and the wharves will be bounded out into sufficient depth of water for deep draught steamers to lie alongside. To reach these wharves the branch line from the Woosung station will circuit round the town of Woosung, so that no native houses will be interfered with, and for this purpose all the requisite land has already been acquired. The wharves and godowns to the south will be situated above the Harbour Master's station, and clear of the Bar Channel. They will be devoted to river and coasting steamers whose lighter draught will enable them to make use of these wharves, while the branch line to them will run direct from the main station. To the north of the station site, and extending as far as the Woosung Creek, will be a line of wharves for the landing of cargo from native craft, and this wharfage will also take in part of the south bank of the Creek. But all this will take place in the distant future, and in the meantime, the Woosung station will be made available for the more immediate traffic of the local line to Shanghai, and for the housing of locomotives, rolling stock, &c.

The line is to be of the English standard gauge of 4 ft. 8½ in., and as this is much broader than that of the railway laid down from Shanghai to Woosung some years ago under foreign auspices, it necessitates frequent alterations of the old roadway, as the curves which would answer for the narrow gauge will not always do for the broader gauge. It is, for the present, to be a single line, but the road will be prepared and the bridges and culverts arranged so that it can be converted into a double line whenever necessary. After leaving the Woosung station the line closely follows the old roadway with the market town of Kiangwan in reach, and a station is to be built at this place. It has been found necessary to leave the old line so as to secure a straight run into the Kiangwan station, the site of which is considerably on the Shanghai side of the town. Soon after passing this station the line joins the old roadway again and follows it so far as practicable until the point is reached, about a mile and a half from the Settlement, just before a broad creek is crossed by what is generally known to foreigners as the "black bridge." From this point the line will take a westerly direction and the above creek will be crossed by a bridge much more to the east than the "black bridge," and then the line will take a broad sweep to the eastward, altogether leaving the course of the old roadway, which from that point up to the Settlement will be quite useless, either for the railway or for foot-passenger traffic, but it appears that this is quite unavoidable as it is absolutely necessary that a straight run into the Shanghai station should be secured. This station will be situated immediately outside the boundary of the Hongkong Settlement and not far westward from the North Homas Road, and will be nearly on the line and west. According to the plans that have already been prepared, this station will be of great extent, as it will eventually not only be used for passenger traffic from Woosung to Soochow and Nanjing, but will have to receive the large goods traffic which it is expected will be established between Woosung and Shanghai. Besides this, it is contemplated to build a branch line from the main station to the neighbourhood of the mills and factories on the river bank, so that the products of these establishments can find convenient carriage into the interior. As the goods traffic is eventually to be kept quite distinct from passenger traffic, it is necessary to make provision for the separate accommodation of both, and for this purpose the Shanghai station for passengers and goods, with all the necessary engine houses, etc., and signal stations for approaches on either side, will occupy a space fully 2,000 yards in length, the land for which has already been acquired and the plans made. But as the development of all this will take some considerable time, it is proposed to adapt only a portion of the station site, in length about 850 yards, to the necessities of traffic from Woosung, in the first instance, one platform being made to do duty for both passengers and goods. When the line is extended to Soochow and Nanjing and the goods traffic from Woosung is more fully developed, the Shanghai station will be extended, in accordance with the plans arranged to meet the enlarged business to be done in goods and passenger traffic, and then the passenger platform will be entirely distinct from the goods platform.

As will be seen from what has been stated above, the old roadway has served the purpose for laying the new line for the most part, except for the approach to the Shanghai station, a distance of about a mile and a half. And we are given to understand, on the best authority that all this land has been acquired at a reasonable and special rates, in no case exceeding 12s. 200 per acre for the more valuable land close to the Settlement, while for land somewhat distant from the Settlement considerably lower prices have been paid. Where the line closely approaches the Shanghai station, it is proposed to acquire a native village, which it will be necessary to avoid, and this is the only house in the neighbourhood of the line where the authorities have been instructed with the authorities and some difficulty in settling matters with the owners of the doomed habitation, but matters have now been satisfactorily settled and the village has been completely removed. All the land required to complete the line—N. C. D. R. line.

## THE V.R.C. AQUATIC SPORTS.

The training for the above sports is going on every afternoon and the majority of the competitors generally take a good rest before swimming over the course.

For the Champions (Mr. MacEwen's Cup) which will take place on Saturday, there will be a hard battle between J. Carvalho and A. A. Alves, but the general opinion is that the former has the best prospects.

The diving from the spring-board will probably result in a win for A. A. Alves, who showed his graceful style last year and he has no formidable foe.

W. Stapan is favourite for the two lengths' hand-cup. He is a very good swimmer, but is much handicapped in scratch even's owing to his weight.

The 100 and 200 yards races have the best chances in the 8 lengths' long race and we should not be surprised to see him head the other competitors by a long way. He is also the favourite for the two lengths' scratch race.

The veteran's race (over thirty) will be a good event for T. Meek and he will not disappoint his backers.

One of the most interesting events in the programme is the water polo match. Two Club teams will play West York and R. A. teams to-morrow and the winners will play for the final on Saturday. This is reckoned a "sure thing" for the Club.

The sports commence at 4 p.m. each day, to-morrow and Saturday.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE TAIPIHANG MISTERY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
 SIR,—As this sapient Government of ours is by its own confession unable to say to what cause is due their failure to obtain a bid for any lot at the recent public auction of resumed land at Tai-pi-hang, perhaps some of our local experts will give us, through the medium of your paper, some figures to dispel the prevailing darkness on the part of the Government on this matter, and to let the uninitiated but curious public into the secret.

Surely there can be no great mystery about such a subject. I imagine a few figures on the following points would reveal the secret plainly enough—

(1) Cost of a plot of ground at the proposed site.

(2) Cost of erecting suitable Chinese houses on same.

(3) Estimated maximum annual rental to be expected from the houses.

(4) Annual Crown Rent and other recurring charges.

(5) Annual net rental, and net return per cent. on the investment.

Now someone who has the requisite knowledge supply the particulars? Now then Mr. Danby and colleagues, come along and do your duty!

ONE OF THE PUBLIC.

Hongkong, 2nd September, 1897.

## A HIGHLAND RENAISSANCE.

(*Full Moll Gazette*, July 28.)  
 The vitality of Scottish clan sentiment is wonderful. The severe measures that were taken by the authorities after the Jacobite risings of 1745 and 1746 with the object of destroying it, only served to make it stronger, and even in these prosaic end-of-the-nineteenth-century days, when romance and sentiment have almost become things of the past, this feeling of kinship among Scotsmen of the same cognomen and descent still continues to exist. The most recent and hardly appreciable this feeling of kinship. Fortunately for all concerned it now manifests itself in a way very different, and much more peaceable, not to say honest, from that in which it did in those days when Ballic Nicol Jarvie complained to Francis Osbaldistone with regard to the Highland Chiefs that "every one of them will maintain as many of his clan name (or his claim, as we say), as he can run and read means for; or, while the same thing, as many as can in any fashion, fair or foul, maintain themselves. And there they are, we will and pistol, and do not mind, ready to do anything for the clan name, whether the clan name is 'the clan name' or 'the clan name'." The result being according to the worthy Ballic that the Highlands were then and had been for a thousand years, "a hick of the main lawless unchristian hummers that ever disturbed a doze, quiet, God-fearing neighbourhood."

## THE CLAN ROBERTSON.

But although it shows itself in other ways, the old sentiment remains, and is still strong. During recent years there has been a revival of it, and quite a number of clan societies have been formed in Scotland. Prominent among these is the society of the Clan Donnachaidh or Robertson, of which Struan Robertson (or "Struan" as he is familiarly and affectionately termed by his clanmen) is hereditary chief. The late President of the Court of Session, Lord Robertson, being President. The objects of the Clan Donnachaidh Society, like those of other clan societies which have been started, are the fostering of clan sentiment; the cultivation of social intercourse among the members; the rendering of assistance to deserving members of the clan; the encouragement of education; the collecting and preserving of records and traditions bearing on the history of the clan; and the publication of the same among all the members of the clan. In many cases the clan societies have been formed for the purpose of obtaining information concerning their clan history or access to records already in existence. North of the Tweed the society is in a highly flourishing state, numerically and financially, but it is not content. It yearns to unite in one fold the vast army of Robertsons all over the world. As a beginning a branch is being formed in London.

## THE ORIGIN OF A NAME.

There is a difference of opinion among historians as to the origin of the Clan Donnachaidh (pronounced Donnachie), but it is generally conceded, even by the members of the clan, that it is not so old as the Clan Macnam, whose progenitor had a boat of his own at the time of the flood. It is sufficient to say that its early history is lost in the mists "or myths" of antiquity. According to tradition, the clan descended from a noble and important character at the battle of Bannockburn that after the battle King Robert Bruce rode up to it and addressing it said, "Hilbert ye have been called the sons of Duncan, but henceforth ye shall be called my children." And thus, says tradition, the Clan Donnachaidh became Robertsons. The clan served the Stuart line. It fought at Inverlochy and Killiecrankie under the Marquis of Montrose, was implicated in the "Queenberry Plot" of 1705, was deeply involved in the Jacobite rising of 1745, and was also implicated in the rising of 1746. The clan, who were then about seventy years of age, is believed to be the prototype of the Barons of Bradwardine in "Warwick." He had the distinction of being perhaps the only man in the United Kingdom who was "out" in the reigns of 1690, 1715 and 1745, who had never ever allegiance to the Jacobite Government, and who continued to

reside on his estates till his death, which took place in 1799. After the last Jacobite rising the fortunes of the Clan Donnachaidh declined, but at the present time it is believed to be probably the largest of all the Highland clans. It is understood that branches of the society have been or are being formed in South Africa, Australia, Canada, the West Indies, and other places.

## COLLODION RELICS.

At the sale of Jacobite relics at Colledon House, near Inverness, on July 23rd, the bedstead in which Prince Charles Edward slept on the three nights preceding the Battle of Culloden, was got for £100 by Mr. J. T. Johnston. Prince Charles's walking stick went for £60, the buyer being Queen Victoria, whose name was loudly cheered. This stick was left by Prince Charles against the bed at Colledon Castle on the night before the battle. As a handle it has two heads representing Folly and Wisdom.

## RAUB.

The following is the Acting Mining Manager's report for the four weeks ending 19th August—

*Rand Hole, No. 2 Shaft, 220 ft. level.*—At the date of my last report we were cross-cutting east and west from the south end of the main drive with the object of cutting the ore shoot. The cross-cut was driven a total distance of 15 ft. in clean country with no signs of quartz, and the east cross-cut a total distance of 25 ft. In this we cut several small leads but no gold could be seen in any of them. I have stopped both cross-cuts for the present.

*Stops.*—In the leading stopes over the back of the main south drive the ledge is about 8 in. thick of very low grade ore. In stopes above this the ledge is increased in size and will average 15 in. of very fair ore. In the stopes north of the No. 2 where the ledge will average 12 in. thick of very fair stone. As we rise on this block of ground north from the No. 2 where the ledge improves in size and quality.

*Main West Cross-cut.*—Here we passed through what appears to be a bunch of quartz or a ledge formation. It is very much split up and mixed with slate; no gold could be seen in it. I have commenced to open out on this to ascertain its value.

*On the ledge formation the quartz in this drive has slightly increased in size, being now about 6 in. thick, but does not as yet carry any gold. The drive has been extended 17 feet, making a total distance of 217 feet.*

*Built Koman No. 1 Level north.*—The ledge in the face is a little smaller, being about 6 feet thick. It is not quite so solid as it was but still carries fair gold. This drive has been extended 14 feet, making a total distance north from the main cross-cut of 422 feet. The leaders on the west side of the ledge are not quite so large as they were but still carry fair gold.

*South Drive.*—There is a small bunch of quartz making from the bottom of the face. It is too early yet to say what it is: I am in hopes of it being a new make of quartz, as all previous makes or changes have come in on the bottom of the drive as this is doing. This drive has been extended 13 feet making a total distance south from the main cross-cut of 655 feet. A crosscut has been put in east from the end of this drive a distance of 7 feet in clean country all the way with no signs of quartz in it. I shall continue this a few feet further, and if we do not cut any quartz will come back and open out west from the main level.

*Stops.*—In the leading stopes coming in over the back of this drive the leaders still carry fair gold, but have gone almost out on the top of the stopes leaving the face of the stopes almost all mullock. I have stopped this for the present as it can be worked to better advantage from the No. 2 stopes when it is extended this distance.

*In the No. 2 Stopes* the ledge pinched very small but is now making larger again, being about 7 ft. wide, of good solid ore which carries very good gold. The best gold in the mine is being got from here.

*No. 6 Stop.*—There is a large body of ore here, the ledge being fully 11 ft. wide. It has been rather poor lately but appears to be improving as it goes south towards the No. 2 stopes.

*Wings.*—(No. 1 south.) This is now down a total depth of 73 feet. There is very little quartz in the bottom as this is sunk on the footwall of the ledge which is rather broken up at this particular part, the main ledge being further to the east on the hanging wall.

*No. 5 South At Shaft.*—Is now sunk and timbered a total depth of 131 feet. In sinking this shaft we have cut some very nice gold; at present however the bottom is all mullock as the shaft has cut through the ledge and is going down on the footwall where it is rather slaking.

*No. 4 South At Shaft.*—This is being sunk about 200 feet south from the No. 3 At shaft and with the same object, viz., to ventilate and get timber and mullock into the stopes. It is now sunk and timbered to a depth of over 81 ft. We have cut some leaders in the shaft, but are not yet deep enough to cut the main ledge.

*No. 2 Level South Drive.*—The good gold already reported still continues on the east side of the ledge, which is about 12 ft. wide. This good gold does not extend all across the ledge but appears to be confined to about a mile 6 in. on the east side. Gold can occasionally be seen in the rest of the ledge as it is being broken. This drive is now in a total distance of 203 ft. from the main crosscut.

*North Drive.*—The ledge in the face of the drive has pinched to about 6½ ft. of low grade ore. There appears to be a new make of stone coming in on the west side of the ledge which may be of better quality.

*Built Yells (Barr).*—This engine shaft is now sunk and timbered to a depth of over 55 feet; good progress is being made, with this work as the country is very favourable for sinking the shaft up to now being dry. The shaft to carry off the water from the pump has been driven a distance of 101 feet where we holed through to the shaft at a depth of 47 feet. This shaft is 7 ft. by 4 ft., by 3 ft., in the clear, timbered and lined with sawn timber.

A cart road is being made from the Railway to the shaft to get up machinery, boilers and firewood; this road is almost completed. A site for boilers, &c., has been excavated, and a start made to get the machinery erected in anticipation of having a good mine here as we get hopes of gold in our prospecting shaft. In the tunnel driven on the course of the ledge, a d on the surface when cutting the cart road we got some nice colours of gold.

*Battery.*—On Monday, the 1st inst., we had a rough canal when 1,205 tons stone yielded 2,000 oz. amalgam. We took advantage of the opportunity to clean up to remove No. 4 battery box (which had caused a stoppage during the month) to overhaul it and the foundation logs. Had the whole thing completed and battery started by 2 p.m. the same evening.

*Electric Installation.*—A start has been made to clear fumes, pipe line and cable track. The weather has been very unfavourable, there being heavy rains almost daily which greatly hinders all single work.

*General.*—The health of the camp has improved a little, but there are still cases of sickness amongst the Europeans and coolies.

GILBERT B. WYLLIE,  
 Acting Mining Manager.

## NOTANDA.

## CALENDAR.

| SEPTEMBER.   |                  |
|--|------------------|
| Meteorological means based on ten years' observations to 1895.                     |                  |
| Barometer .....  | 29.83            |
| Thermometer .....  | 80.1             |
| Humidity .....   | 77               |
| Rainfall .....   | 8.58             |
| TO-DAY.  |                  |
| WEATHER REPORT.  |                  |
| On date at .....   | On date at ..... |
| Barometer .....  | 29.90            |
| Thermometer .....  | 84               |
| Humidity .....   | 73               |
| Rainfall .....   | 0.01             |
| TO-MORROW.   |                  |
| Thursday, 2nd September, 1897.   |                  |
| Chinese—6th of 8th moon of 23rd year of Kwong-shi.                                 |                  |
| Jewish—5th Elul, 5657.   |                  |
| Mohammedan—5th Rabi' II, 1316.   |                  |
| Sun—Rises .....  | 5hr. 44min.      |
| Sets .....   | 5hr. 15min.      |
| Moon—in Perigee .....  | 6hr. 47min.      |
| High water—Morning .....   | 5hr. 57min.      |
| Afternoon .....  | 5hr. 57min.      |
| Low water—Morning .....  | 5hr. 57min.      |
| Afternoon .....  | 5hr. 57min.      |
| ANNIVERSARIES.   |                  |
| 1666—Great Fire of London.   |                  |
| 1803—Treaty between Austria and China signed.                                      |                  |
| 1857—Machow notorious pirate chief sentenced to transportation.                    |                  |
| 1870—Surinder of Sedan.  |                  |
| 1877—Kagoshima seized by the Japanese rebel leader Saigo.                          |                  |
| 1879—The <i>Vega</i> arrived at Yokohama after discovering the North West Passage. |                  |
| 1891—Serious anti-foreign riots at Ichang.   |                  |
| 1893—Death of Sir James Russell, Ex-Chief Justice of Hong Kong.                    |                  |
| 1896—Rokyo, Japan, destroyed by earthquakes; many lives lost.                      |                  |
| TO-MORROW.   |                  |
| Friday, 3rd September, 1897.   |                  |
| Chinese—7th of 8th moon of 23rd year of Kwong-shi.                                 |                  |
| Jewish—6th Elul, 5657.   |                  |
| Mohammedan—5th Rabi' II, 1316.   |                  |
| Sun—Rises .....  | 5hr. 44min.      |
| Sets .....   | 5hr. 15min.      |
| High water—Morning .....   | 5hr. 57min.      |
| Afternoon .....  | 5hr. 57min.      |
| Low water—Morning .....  | 5hr. 57min.      |
| Afternoon .....  | 5hr. 57min.      |
| ANNIVERSARIES.   |                  |
| 1650—Battle of Dunbar.   |                  |
| 1851—Battle of Worcester.  |                  |
| 1858—Oliver Cromwell died.   |                  |
| 1783—Treaty of peace between England and United States signed.                     |                  |
| 1878—100 of the <i>Princess Alice</i> in the Thames.                               |                  |
| 1883—Governor Sir George Bowen left Hongkong for Peking.                           |                  |
| 1892—Gara fire at Ningbo; 700 houses burnt.  |                  |
| 1894—Hongkong Plague Proclamation revoked.   |                  |
| 1895—Destructive fire at Canton; 200 houses destroyed.                             |                  |

## SHARE MARKET.

## LATEST QUOTATIONS.

Hongkong & Shanghai Bank, 168 per cent. prem.; National Bank, 130; Steamboat Co., 124; China Sugars, 135; Charbonnages, 181; Balmorale, (Prel.) 11.50; Rauba, 119; Olivers, 56; Dock Co., 218 per cent. prem.; Green Island, (new issue) 114; Electric, 99; Cotton Mill, 121; Yeh Loong, 114 40.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

Australian (*Manmure*) to-morrow.  
 American (*China*) 4th inst.  
 English (*Ramona*) 5th inst.  
 Australian (*Tahiti*) 6th inst.  
 American (*Baltic*) 8th inst.  
 Australian (*Gulfrid*) 11th inst.  
 Canadian (*Empress of Japan*) 15th inst.  
 American (*Perry*) 22nd inst.  
 German (*Prussia*) 23rd inst.  
 American (*Coptic*) 1st prox.  
 Canadian (*Empress of China*) 6th prox.  
 German (*Sachsen*) 21st prox.

The *Yamashiro Maru* has left Australia and is considered due here on or about the 17th inst.

The *Tokio Maru* has left Japan and is due here on 21st, whence she proceeds to Australia.

The *Yuzumi Maru* is expected here on the 26th instant from Japan, and will be despatched for Bombay.



## Intimations.

## CAN'T STOP IT!

A TIDAL WAVE OF POPULARITY.

THE  
BESTMOST  
WHOLESOME

## BEER.

WATKINS &amp; CO., Sole Agents for Hongkong.

Dr. KNORR'S  
ANTIPIRYNE

"LION BRAND."  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS.  
NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used to Gonorrhoia in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!Dr. OVERLACH'S  
MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analeptic.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand" and always prescribe "MIGRAININE HOECHST."  
Sole Manufacturers: FARHWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.  
Literature of the above Preparations supplied gratis at request to medical men.

## Shipping.

## STREAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANTOO.

THE Company's Steamship

"THALES,"

Captain Douglas, will be despatched for the above Ports TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAURIE &amp; Co., General Managers.

Hongkong, 2nd September, 1897. [1344]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO &amp; RUBATTONI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.

THE Steamship

"LETIMBRO,"

Captain Belitto, will be despatched as above TO-MORROW, the 3rd instant, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ &amp; Co., Agents.

Hongkong, 2nd September, 1897. [1345]

OCEAN STEAMSHIP COMPANY, FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above TO-MORROW, the 3rd instant, at Noon.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 2nd September, 1897. [1348]

OCEAN STEAMSHIP COMPANY, FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain Mogridge, will be despatched on MONDAY, the 6th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st September, 1897. [1346]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNON,"

will sail about 6th September, 1897.

S.S. "PANTHAN" will sail about 10th Sept., '97.

S.S. "BRAEMAR" will sail about 24th Sept., '97.

S.S. "MOGUL" will sail about 9th October, '97.

For Freight or Passage, apply to DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 27th August, 1897. [1349]

NIPPON YUSEN KAISHA, JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Company's Steamship

"TOSA MARU,"

Captain C. Hillcock, will be despatched as above on TUESDAY, the 8th September, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 2nd August, 1897. [1343]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Osterbridge, will be despatched as above on TUESDAY, the 7th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st September, 1897. [1339]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A T British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will lead here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 4th February, 1897. [1344]

FOR SAN FRANCISCO.

THE 100 A T British Bark

"HEATHBANK,"

McKechnie, Master, shortly expected, will lead here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 17th June, 1897. [1347]

FOR BALTIMORE.

THE 3/3 L. L. American Ship

"ISAAC REED,"

Captain Waldo, will lead here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 26th August, 1897. [1342]

FOR PORTLAND, OREGON.

THE French Bark

"DUCUESCLIN,"

Dejeu, Master, will lead here for the above Port, and will have quick despatch.

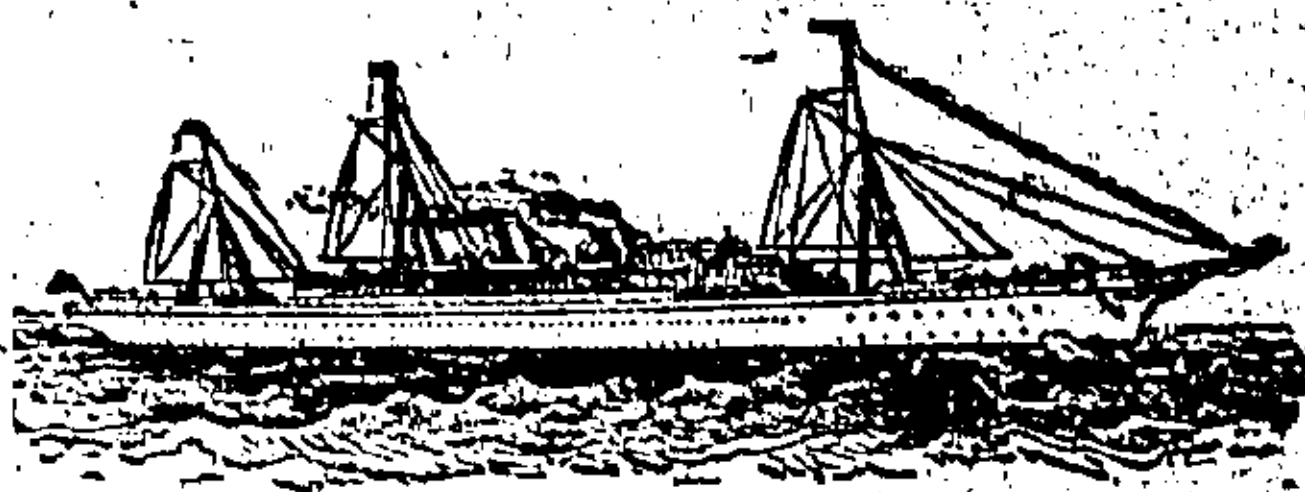
For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 10th August, 1897. [1341]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 29th September.

EMPRESS OF INDIA...Comdr. H. Fyfe, R.N.R...WEDNESDAY, 27th October.

EMPRESS OF CHINA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 1st September, 1897. [13]

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 11th Sept., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 30th Sept., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 19th Oct., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 21st September, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 1 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897. [13]

F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &amp;c., &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP-STORES AND REQUISITES ALWAYS IN STOCK.

HONGKONG, 2nd September, 1897.

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILWAY  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON 27th.

Excellent accommodation. First-class Table, DOCTORS and STEWARDERS carried.

HONGKONG TO NEW YORK 24th.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by use of the first class ATLANTIC MAIL LINE.

HONGKONG TO TACOMA 24th.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria.....[1367] Tuesday...[1] Sept. 7.

Olympia.....[1368] Tuesday...[1] Sept. 28.

Columbia.....[1369] Tuesday...[1] Oct. 19.

Tacoma.....[1370] Tuesday...[1] Nov. 9.

Victoria.....[1371] Tuesday...[1] Nov. 30.

Olympia.....[1372] Tuesday...[1] Dec. 21.

THE Steamship

"VICTORIA,"

Captain J. Patton, R.N.R., sailing at Noon, on TUESDAY, the 7th September, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL &amp; Co., General Agents.

Hongkong, 17th August, 1897. [14]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERLAM GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"ROSETTA,"

Captain F. N. Tillett, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 9th September, 1897, taking Passengers and Cargo for the above Ports, and Steamers connect at Bombay with the S.S. "Olympia," leaving that Port on the 2nd October for London direct.

Suez and Valparaiso, all Cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London where Cargo for London, &amp;c., will be conveyed on board.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to R. A. RITCHIE, Superintendent.

Hongkong, 27th August, 1897. [15]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA, BALTIC PORTS, &amp;c.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON, TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on shipment under bill of lading for the principal ports in the world.

Particulars regarding Freight, Rates, &amp;c., apply to the Agents.

F. BLACKHEAD &amp; CO., Agents.

Hongkong, 2nd September, 1897.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANTAL MIDY.

SANTAL MIDY.

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